MONTANA FISH, WILDLIFE, & PARKS

2015

Watercraft Inspection Station Annual Report

Montana Fish, Wildlife & Parks

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INTRODUCTION

The Montana Department of Fish, Wildlife & Parks (FWP), Montana Department of Agriculture (MDA), Montana Department of Natural Resources and Conservation (DNRC), and Montana Department of Transportation (MDT) collectively implement the Montana Aquatic Invasive Species (AIS) Management Plan. The goal of the Plan is to minimize the harmful impacts of AIS by limiting or preventing the spread of AIS into, within, and out of Montana. This goal is achieved through coordination and collaboration between our partner agencies and stakeholder groups; prevention of new AIS introductions in the state; early detection and monitoring of invasive aquatic plants, animals and pathogens; control and eradication of new and established AIS populations; and outreach and education efforts. This report focuses on the prevention of new AIS introductions in the state, which is accomplished primarily through watercraft inspection stations.

Montana FWP has been operating watercraft inspection stations since 2004. Watercraft inspections have always been mandatory for anglers and have been required for all other boaters since 2011. As watercraft and water-based equipment are the most common vector for the transport and subsequent introduction of AIS, these check stations are a key part of Montana's overall prevention strategy. Montana Department of Agriculture operated a handful of watercraft inspection stations from 2009-2012, but due to changing authorities FWP now operates all of Montana's State-run stations. Glacier National Park and Yellowstone National Park operate watercraft inspection stations within Park boundaries, and the City of Whitefish has been inspecting boats at City Beach for several years. Starting in 2015, The Blackfeet Nation also operated a watercraft inspection station at Browning, with assistance from the Flathead Basin Commission and FWP. The Flathead and Swan Lakers also conduct volunteer boat inspections on their respective lakes on selected days.

Staff at State-run inspection stations check boats and equipment for any aquatic organisms, standing water, or illegal bait and fish, and educate the public about the importance of following Inspect, Clean, Drain and Dry protocols. FWP also gathers information on water user origin and movement, level of awareness of AIS, equipment cleaning habits and more. This data not only gives the inspector insight into the relative risk of that vessel for carrying AIS, it is vital to the overall guidance of the FWP AIS Program.

Even though watercraft inspection stations have been operated for so many years and are a common sight during the summer, compliance has been and continues to be a problem, with some stations experiencing close to 80% drive-by rates in 2012. Various solutions to this problem have been tried over the years, including improved signage, increased law enforcement presence, moving stations, and public outreach, with some success. In 2015, the program tried two new approaches to increase compliance. First, three large electronic message boards were purchased and placed at Hardin, Dillon, and St. Regis. Inspectors reported an immediate drop in drive-bys after these signs were in operation. Second, a raffle was initiated. Each time a boater stopped at FWP inspection stations they were given an entry to this raffle as a way to both encourage people to obey the law and stop and to reward those who did. The effort was an overwhelming success with over 9,500 participants, over half of whom completed an optional on-line survey about their experience at that check station. Nearly 40 Montana merchants and business, including fly shops, outfitters, guides and outdoor shops, donated 70 prizes valued at $6,000. The raffle, combined with the message boards, persistent outreach, and increased law enforcement presence and

response has reduced drive-by rates considerably, especially among non-motorized users (Figure 1).

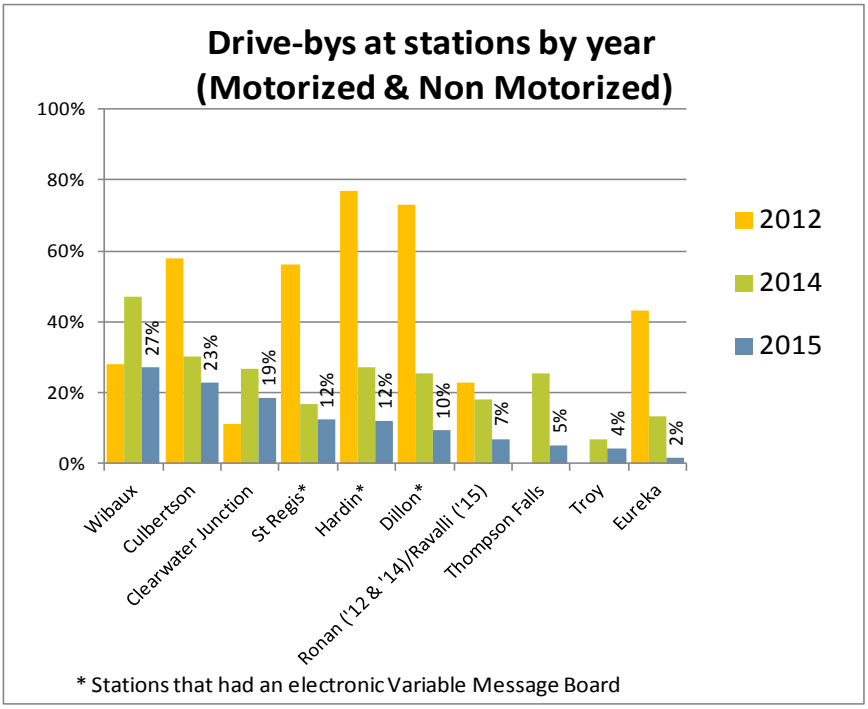


Figure 1. Number of Drive-Bys by Year and Station.

WATERCRAFT INSPECTION STATION LOCATIONS

Montana's watercraft inspection station sites are selected based on many factors: angler pressure, boater movement, estimated risk of AIS introduction, safety, logistics, and input from other agencies and stakeholder groups. Much analysis has gone into site locations, length of season, and other logistics over the years, and assessment tables have been developed which gives each station a score based on empirical and qualitative data. Those scores help guide discussion on how FWP and its partners can best protect Montana from AIS. For the past several years FWP has invited key agency and stakeholder representatives to meet for a day-long meeting to go over the previous year's data, logistical considerations, available funding, and to review new research and trends of AIS movement, viability, etc. Based on this discussion, FWP then develops a plan for that summer's station's locations and hours of operation. Starting in 2015, these meetings are being held twice a year in order to increase cooperation and responsiveness to stakeholder concerns.

In 2015, following this discussion, FWP selected the locations listed in Table 1and shown in Figure 2 to operate stations.

As in the last few years, FWP has focused much of its effort on border stations to prevent AIS from entering the state, but has also continued to have a significant presence at internal locations and popular waterbodies. The goal of this balanced approach is to:

1) Intercept AIS at Montana's borders.
2) Prevent the internal spread of AIS already present in the state, knowing that there are likely populations of AIS that biologists have not found yet.
3) Reach those users who may not encounter a border or highway station during their travels.

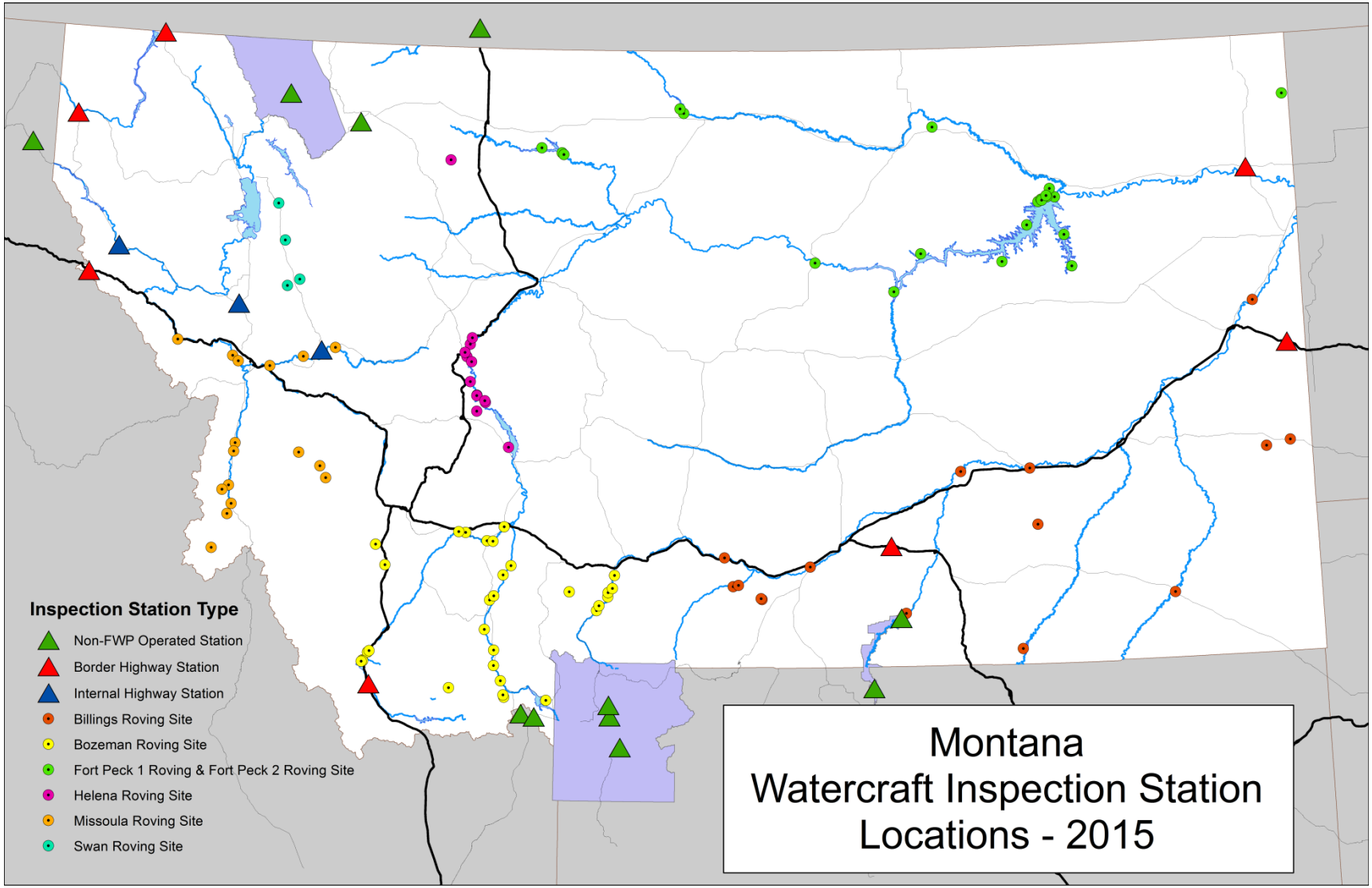
4) Provide a presence at Montana's most popular waterbodies for outreach and education as well as providing additional prevention.

One issue that continues to play a large role in the selection and running of stations is the shortage of workers and housing in eastern Montana due to the Bakken Formation oil boom. For the past three years it has been very difficult to find local staff at the wages the Program is able to pay, or to provide housing for potential workers from outside the area. Because of this situation, the Culbertson and Wibaux stations were only staffed 4 days a week instead of the desired 7 days a week in 2015, and one of the Fort Peck roving crews had to be based out of Billings instead of Glasgow, which increased travel time and associated costs significantly. Additionally, Culbertson was forced to close several weeks earlier than planned. The FWP AIS Management Team continues to try to find creative solutions to this ongoing problem. Hopefully, the recent downturn in oil and gas production in the area will lead to a more available labor force.

Table 1. Summary of FWP 2015 Watercraft Inspection Stations

Station Name	Hwy	Direction of Travel	Open days/week	Hours per day	Personnel per week	Start date 2015	End date 2015	Total Inspections	Total Fouled Boats
Border stations									
Culbertson	Hwy 2	West	4	10	2	5/25	9/6	172	21
Dena Mora	I-90	East	7	12	4	5/22	9/7	2480	2
Dillon	I-15	North	7	12	4	5/21	8/12	917	0
Eureka	Hwy 93	South	7	12	2	5/25	9/7	1094	1
Hardin	I-90	West	7	12	4	5/23	9/7	3234	51
Troy	Hwy 2/56	East/North	7	12	4	5/24	9/7	2325	35
Wibaux	I-94	West	4	10	2	5/23	9/1	351	5
Interior stations									
Clearwater Junction	Hwy 200/83	East/West	7	12	7	5/22	9/7	10172	12
Ravalli	Hwy 93	North	7	12	6	5/23	9/7	5854	6
Thompson Falls	Hwy 200	East	7	12	4	5/22	9/7	2491	39
Roving Crews									
Billings Area	N/A	N/A	4	10	2	5/22	9/7	1086	3
Bozeman Area	N/A	N/A	4	10	2	5/22	8/23	1089	15
Fort Peck North	N/A	N/A	4	10	2	5/23	8/28	1228	5
Fort Peck South	N/A	N/A	4	10	2	5/26	9/27	981	6
Helena Area	N/A	N/A	4	10	2	5/27	8/21	1346	13
Missoula Area	N/A	N/A	4	10	2	5/28	8/30	786	9
Swan Area	N/A	N/A	4	10	1	5/22	9/7	1391	4
Other-called in	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	2
TOTALS								**36997**	**227**

Figure 2. 2015 FWP Seasonally-Permanent and Roving Watercraft Inspection Stations



WATERCRAFT INSPECTION STATION TOTALS

FWP inspected 36,997 watercraft and provided outreach and education to 90,404 people during the 2015 field season, which is the highest number since the inception of the watercraft inspection station program (Figure 3). The high numbers were likely due to a number of factors, including lower gas prices and a hot and dry summer which encouraged many people to get out on Montana's waters. The majority of stations in 2015 operated for a fifteen-week period between May 21 and Labor Day, although some ended earlier or stayed open longer based on employee availability or agreements with program partners. Not surprisingly, the July 4th weekend was again the busiest period for boater movement (Figure 4).

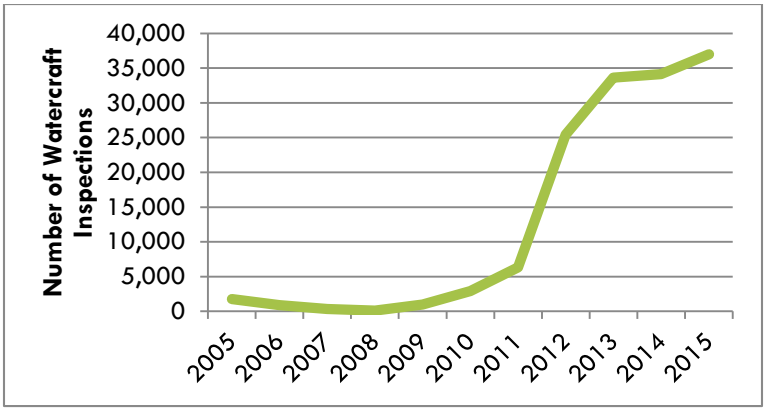


Figure 3. Number of Watercraft Inspections by Year.

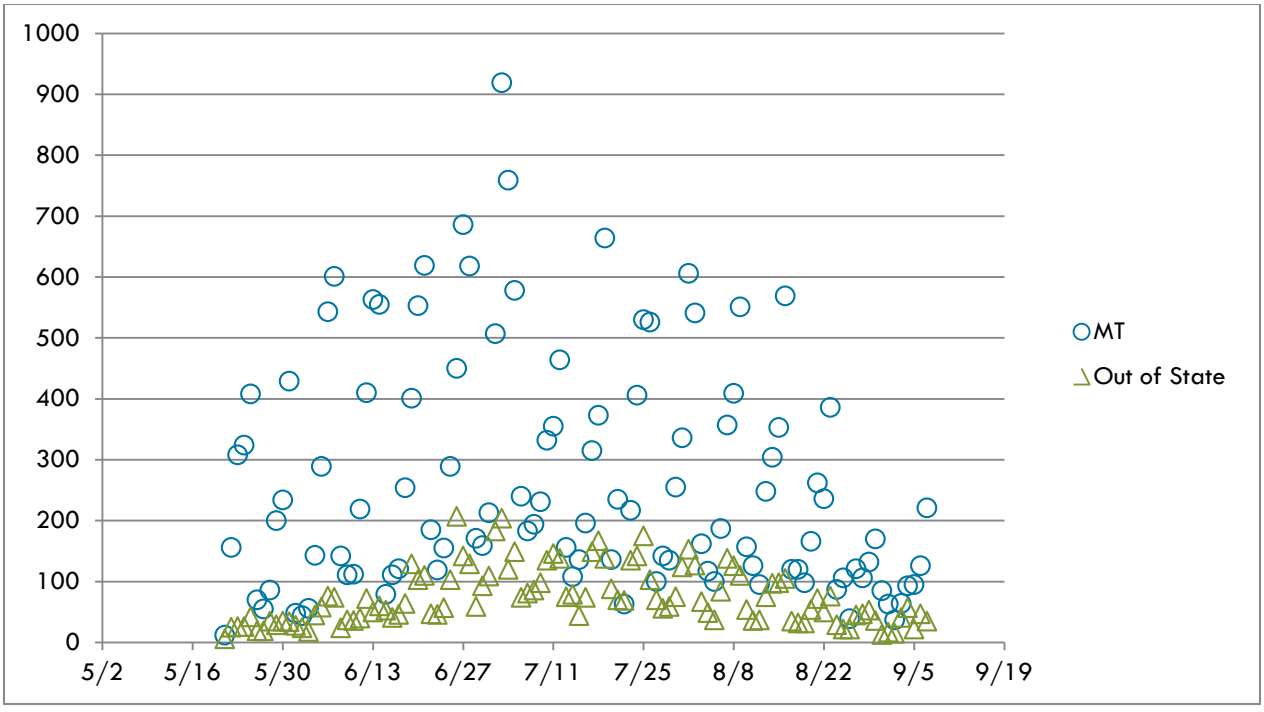


Figure 4. Number of Watercraft Inspections by Day for 2015.

OTHER WATERCRAFT INSPECTIONS

Besides inspections conducted at border, highway, and roving locations, FWP staff completed inspections of watercraft or equipment as needed. Most of these inspections were of commercially-hauled watercraft that intended to launch in Montana. FWP is alerted to the entry of all commercially-hauled watercraft into the state through a Department of Transportation notification system, and all drivers carrying vessels that intend to launch in Montana waters receive a follow-up call and, if warranted, an inspection. Other times FWP receives calls from companies that are conducting work in or near waterbodies to ensure that equipment coming from out-of-state is not carrying AIS. FWP staff also checked and decontaminated several watercraft that the Browning station (operating within the Blackfeet Nation) needed assistance with, and responded to members of the public who had purchased boats from out-of-state and wanted them inspected before launching in Montana.

ORIGIN OF WATER USERS, RELATIVE RISK, AND BOATER MOVEMENT

The origin of watercraft and subsequent movement is important information that helps guide the placement of FWP watercraft inspection stations and monitoring priorities, and helps inspectors assess relative risk. Those boats traveling from eastern states tend to come from areas where zebra mussels, quagga mussels, and Eurasian watermilfoil (EWM) are prevalent, such as the Great Lakes. Those coming to Montana from western states such as Washington, Idaho and Oregon are likely to have been in waterbodies infested with EWM, other invasive aquatic plants, or Asian clams. Those from more southwestern states could be carrying quagga mussels from the Colorado River System. The origin of in-state boats is important as well, as they might be coming from waters positive for New Zealand mudsnails (NZMS), EWM, curlyleaf pondweed (CLP), flowering rush, or some other AIS that biologists have not encountered before in the state, but overall Montana boats are considered to be lower risk than out-of state boats.

Of the 36,997 boats that passed through inspection stations during the 2015 season, 78% were from Montana. After Montana, the most common states of origin for surveyed users were from Washington, followed by Idaho, Alberta, Wyoming, Oregon, California, Colorado, and Utah. For a complete breakdown of origin and movement of water users by state, refer to Appendix A, B, and C.

Figures 5, 6 and 7 show the origin and subsequent movement of surveyed water users and illustrate the great distances that people cover in order to recreate in Montana. The map in Figure 5 shows the density of the origin of ALL surveyed water users, and Figures 6 and 7 show the general travel routes and destination of recreationists at two representative stations. The Flathead Lake area, which the Ravalli station serves, sees a high percentage of out-of-state visitors, while Fort Peck draws more local boat traffic. As explained earlier, it is important to the overall prevention strategy to make contact with both out-of-state and in-state water users in order to reach as much of the public as possible. If the program were to operate only border stations, many local residents would never encounter an inspection station and receive the education and information on AIS presented there, and vice-versa.

A good example of this scenario is Fort Peck, which is heavily infested with EWM and many Montana residents visit the lake and then return home to areas not known to harbor the plant (see Figure 7). If the state operated only border check stations, few of those users would pass through a station on their way to and from the lake and would not receive information on how to reduce the chances of spreading EWM and other AIS.

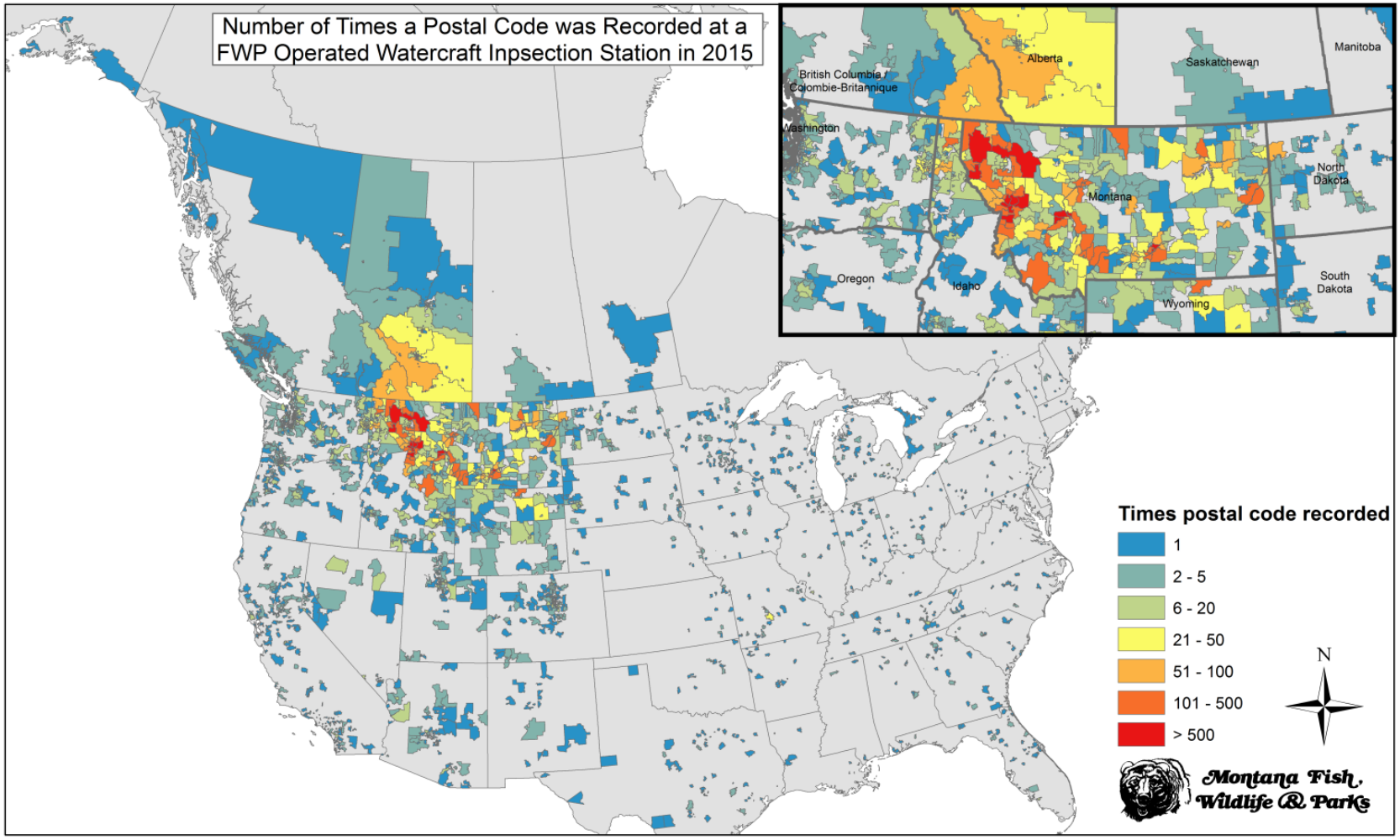


Figure 5. Distribution of Surveyed Water User Postal Codes in 2015

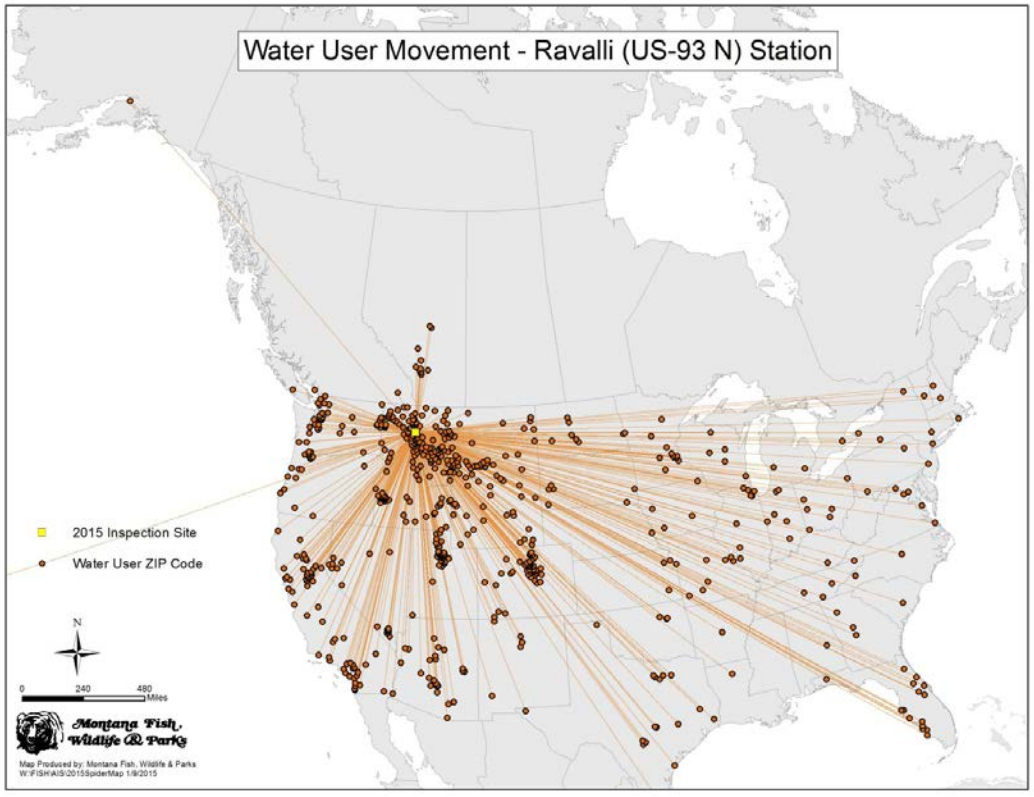


Figure 6. Surveyed Water User Movement into the Ravalli Station in 2015.

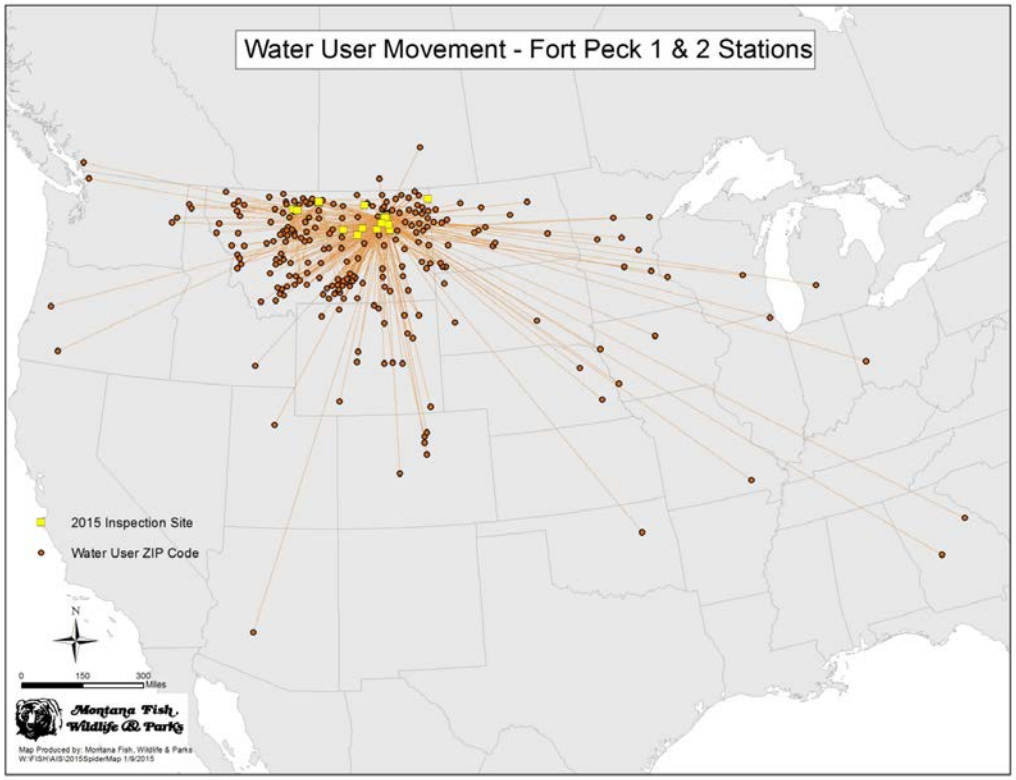


Figure 7. Surveyed Water User Movement into Fort Peck Roving Stations in 2015.

HIGH RISK BOATS

FWP categorizes high-risk boats as motorized boats that launched in a waterbody in a zebra or quagga mussel-positive state less than 30 days ago or are from a mussel-positive state. These boats are more likely to be carrying adult or veliger (larval) mussels, therefore extra time and care is taken during inspection of these boats. Determining which stations see the most high-risk boats helps in cost-benefit analysis and in program guidance. In 2015, there were a total of 3,448 high-risk boats that passed through FWP inspection stations, which was 9.3% of all inspections. The station with the highest number of high-risk watercraft was Hardin, followed by Ravalli, Dillon, and St. Regis (Figure 8).

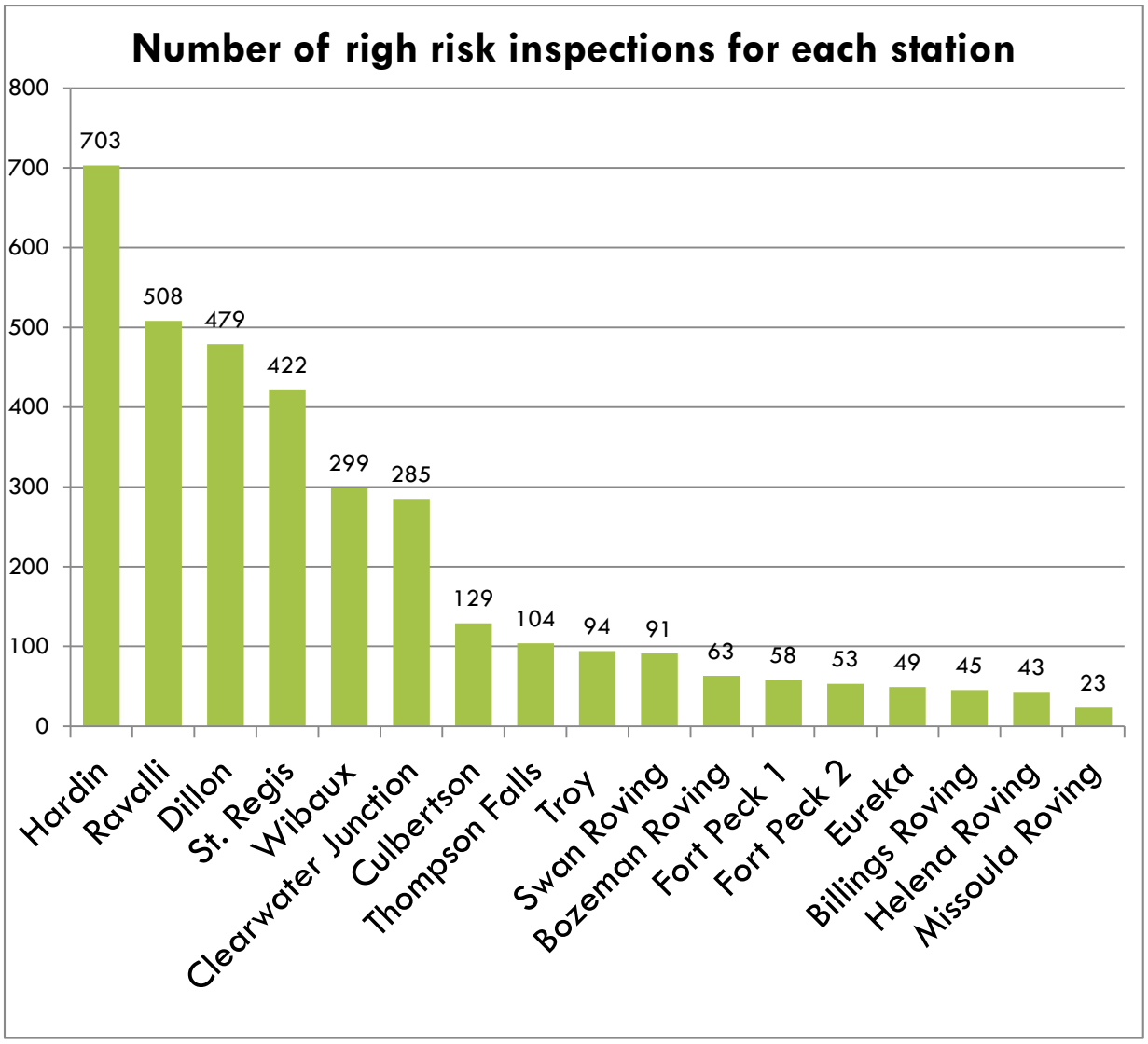


Figure 8. Number of High-Risk Boats by Station

IN-STATE AND OUT-OF STATE BOATS

Figure 9, which shows the percentage of in-state vs out-of-state boats at all seasonally permanent and roving inspection stations, illustrates that border stations see higher percentages of out-of-state boats than internal stations and roving crews. However, internal stations are still extremely important to the overall prevention strategy. First,

many in-state boats recreate regularly in mussel, EWM, and other AIS-positive waters and then return home to Montana. It is also common for Montana residents to purchase used boats from out-of state, particularly from Minnesota. Internal stations provide another level of protection for these in-state boats that might miss inspection at the border. Second, internal stations help prevent movement of AIS between Montana waters. In-state boats might be carrying EWM, NZMS, illegal bait/live fish, or an AIS that is not yet detected in Montana. There is often a delay between the time that an AIS becomes established in a waterbody and the time it is detected so internal stations can reduce that delay, which allows more rapid control. Internal inspection stations minimize the potential spread of AIS among Montana waters.

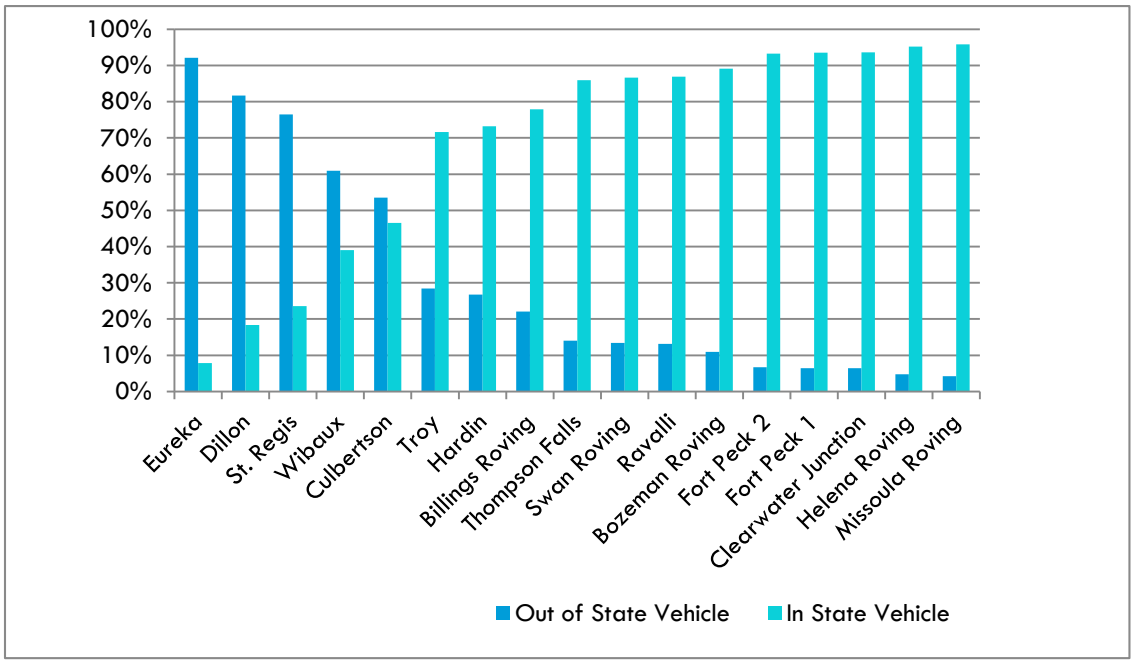


Figure 9. Percentage of In-State and Out-of-State Vessels by Station.

AIS OBSERVED

Out of the 36,997 boats that were inspected during the 2015 field season, 227 (<1%) boats had some type of fouling (Table 2 and Figure 10). Vegetation was the most common type of boat fouling, closely followed by standing water (water in bilges, live wells, etc). Standing water is a concern because it can carry mussel larvae, disease-causing pathogens, and plant fragments. Zebra or quagga mussels were found on 5 boats over the course of the season, all of which were dead.

When a dreissenid mussel-infested boat or piece of equipment is found, protocol mandates that staff from the FWP AIS management team is contacted and oversee cleaning of that watercraft. If the boat is especially complex, marine mechanics are brought in to aid in the decontamination process. Boats must pass a second inspection before they are allowed to launch in Montana waters. If a boat or piece of equipment is carrying vegetation or any other AIS besides mussels, the AIS are removed and the boat is cleaned on site and released.

Station	Out-of State	In-State	Total	Zebra/ Quagga Mussels	Eurasian watermilfoil (EWM)	Curlyleaf pondweed (CLP)	Other Vegetation	Standing Water	Marine Organisms	Illegal Bait	Illegal Fish	Other	Total Failed Inspections
Border Stations													
Culbertson	92	80	172	0	0	0	1	12	0	8	0	0	**21**
Dillon	749	168	917	0	0	0	0	0	0	0	0	0	**0**
Eureka	1008	86	1094	0	0	0	1	0	0	0	0	0	**1**
Hardin	866	2368	3234	3	0	0	5	33	2	1	4	3	**51**
St. Regis	1896	584	2480	0	1	0	1	0	0	0	0	0	**2**
Troy	660	1665	2325	0	5	5	18	2	1		1	3	**35**
Wibaux	214	137	351	0	0	0	0	0	0	5	0	0	**5**
Interior Stations													
Clearwater	650	9522	10172	1	0	0	2	8	0	0	0	1	**12**
Ravalli	768	5086	5854	1	0	1	0	4	0	0	0	0	**6**
Thompson Falls	350	2141	2491	0	8	15	15	1	0	0	0	0	**39**
Roving Stations													
Billings Roving	240	846	1086	0	0	0	1	0	0	2	0	0	3
Bozeman Roving	119	970	1089	0	0	0	3	11	0	0	0	1	**15**
Fort Peck North	79	1149	1228	0	0	0	2	2	0	1	0	0	**5**
Fort Peck South	66	915	981	0	0	0	0	3	0	3	0	0	6
Helena Roving	64	1282	1346	0	0	1	7	8	5	0	0	0	**13**
Missoula Roving	33	753	786	0	0	0	5	4	0	0	0	0	**9**
Swan Roving	186	1205	1391	0	0	0	2	0	0	0	0	2	**4**
Other-Called In													
Totals	**8040**	**28956**	**36997**	**5**	**14**	**22**	**63**	**85**	**3**	**20**	**5**	**10**	**227**

Table 2. Data Summary of 2015 Watercraft Inspection Stations

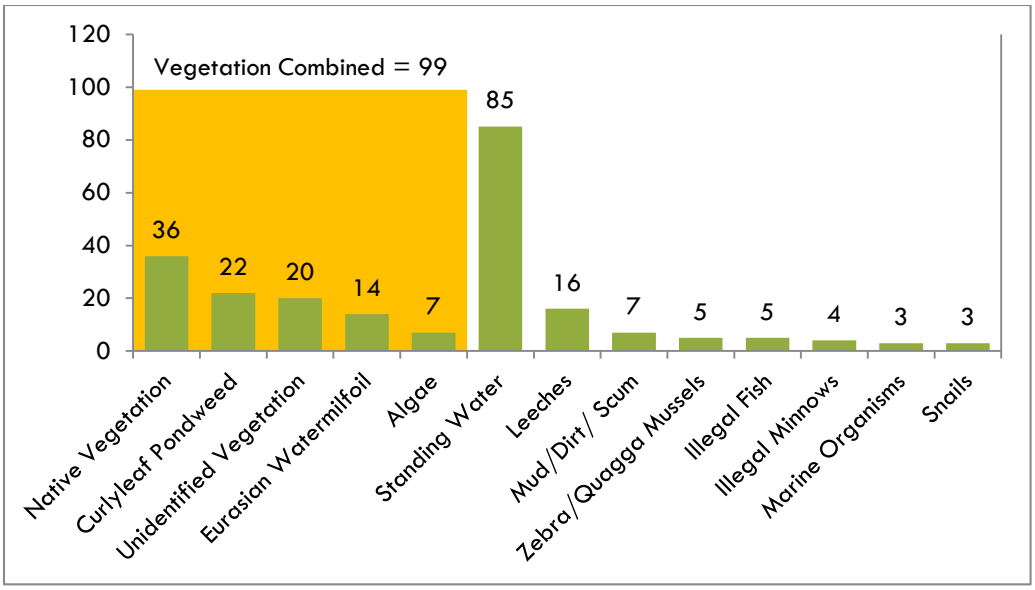


Figure 10. Occurrences of Fouling During the 2015 Inspection Season

LIVE FISH

It is illegal to transport live fish, including baitfish, into Montana without authorization from FWP, and it is unlawful to possess or transport live fish away from the body of water in which the fish were taken anywhere in the western and central fishing district. Live non-game fish may be used as bait in certain waters in the central and eastern fishing districts. These regulations exist in order to prevent the introduction of non-native fish into Montana's waters and also because the fish and the water they are transported in could be carrying disease-causing pathogens, weeds, snails, mussels, etc. In 2015 inspectors found 5 cases of illegal live fish over the course of the season (Table 3). Standard protocol for inspection staff is to confiscate any illegal live fish and call an FWP game warden.

Table 3. Occurrences of Illegal Live Fish in 2015

Date	Location of Incident	Waterbody Source	Species	Region
5/31/2015	Troy	Bull Lake	1 yellow perch	1
6/14/2015	Hardin	Bighorn Lake	1 smallmouth bass	5
7/21/2015	Hardin	Bighorn Lake	1 channel catfish	5
8/15/2015	Hardin	Bighorn River	2 brown trout	5
8/16/2015	Hardin	Bighorn Lake	3 smallmouth and 3 largemouth bass	5

In 2014, FWP launched a new ad campaign targeting the illegal transport and introduction of live fish in Montana's waters, and conservation groups including Trout Unlimited, Walleyes Unlimited, Walleyes Forever, Bass Masters, Pike Masters, FOAM (Fishing Outfitters Association of Montana), and ISAN (Invasive Species Action Network) have put up thousands of dollars in reward money to anyone providing information about such activities. These efforts, coupled with more aggressive patrolling by FWP Enforcement, hopefully will have a positive impact on this issue. Unfortunately, walleye were discovered in Swan Lake in the fall of 2015 and prompted an unprecedented mandatory kill order for the species in that lake.

LIVE BAIT OTHER THAN FISH

Live bait other than fish was used by 1,042 (<3%) surveyed anglers in 2015 [(Figure 11) (information from other FWP creel surveys not included here)]. Live animals such as mealworms, red worms, night crawlers, leeches, maggots, crayfish, reptiles, amphibians, and insects may be used as bait on all waters not restricted to artificial flies and lures, but live bait animals may not be imported into the state without authority from FWP. Anglers who use leeches in Montana must have purchased them locally or have a bill-of-sale from an FWP-approved out-of-state dealer. Leeches have the potential to transport pathogens on them or mussel larvae in the water that they are sold in. Watercraft station inspectors ask anglers to turn over leeches if the angler cannot prove that they were legally obtained. FWP inspectors encountered 16 cases of illegal leeches and 4 cases of illegal minnows in 2015.

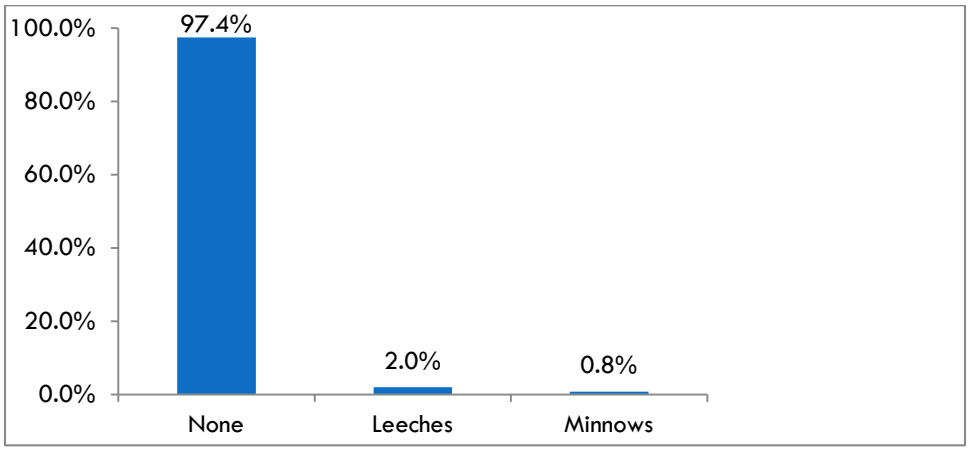


Figure 11. Percentage of Anglers Possessing Live Bait at the Time of Inspection in 2015

AWARENESS OF AIS

A decade ago when Montana's AIS Program was being molded, public knowledge of the issue was very low and it was widely accepted that increasing awareness was one of the most critical first steps necessary to building an effective AIS Program. Accordingly, a widespread public outreach and education program was developed that has included spots on/in billboards, radio, TV, print, and newspaper; outreach to schools, sportsmen's groups, water users, and industry leaders; and shared during thousands of annual watercraft inspections. The most effective means of reaching water users appears to be the inspection stations themselves, as 51% of those surveyed in 2015 reported that they had received information on AIS through that avenue (Figure 12). By all accounts these efforts have been very successful, with the majority of Montana water users now having some basic knowledge about the threats posed by aquatic invasive species (Figure 13). However, change in actual behavior does not appear to follow this increase in awareness, as 46% of surveyed water users still are not taking proper precautions and cleaning their boat and equipment between waters (Figure 14). This is actually fewer than in 2014, when 69% of those surveyed claimed to follow proper cleaning protocols. Other state and provincial AIS programs report similar findings. It is generally acknowledged that changing water user behavior is the next challenge that programs such as these must meet.

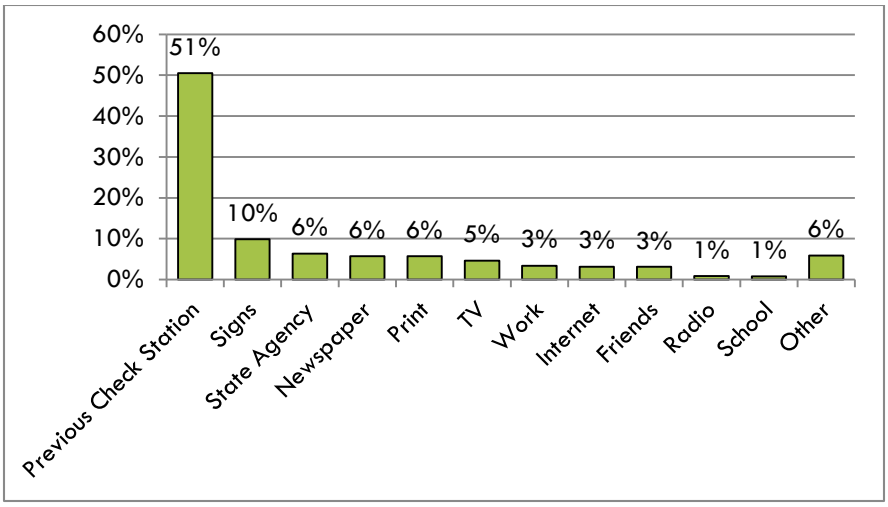


Figure 12. Source of AIS Knowledge Among Surveyed Users

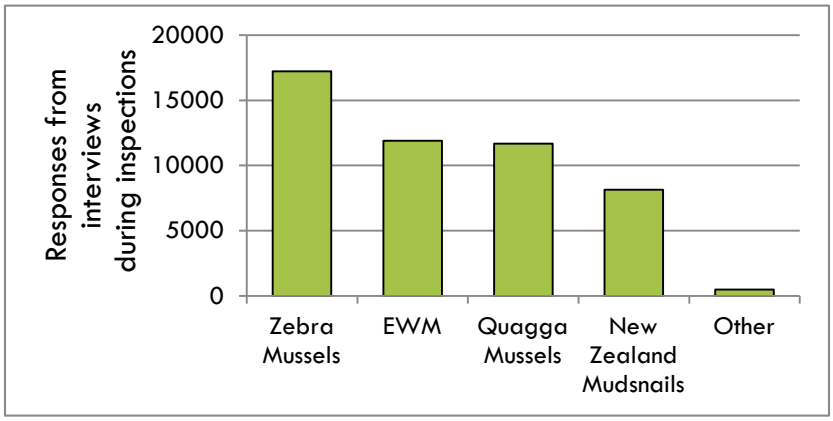


Figure 13. Awareness of AIS Species Among those Surveyed.

BOAT CONDITION AND CLEANING FREQUENCY

The overwhelming majority of boats (>99%) were clean upon their arrival at an FWP inspection station in 2015. However, based on the surveys that inspectors conducted, 46% of boaters and anglers do not routinely follow correct inspect, clean, drain, and dry procedures to ensure that their boats and equipment are not in danger of spreading AIS into or within Montana. People were asked how frequently they clean their boats and equipment, and their responses were characterized as "Sufficient" if they cleaned between waters or every time they recreated, "Insufficient" if they clean their boat more than once per year but not every time, and "Never" if they never clean their boat or only do so less than once a year (Figure 14). As discussed earlier, this lack of follow-through among the boating and angling public in taking the necessary precautions to avoid spreading AIS is frustrating and will be a major focus of upcoming outreach and education efforts.

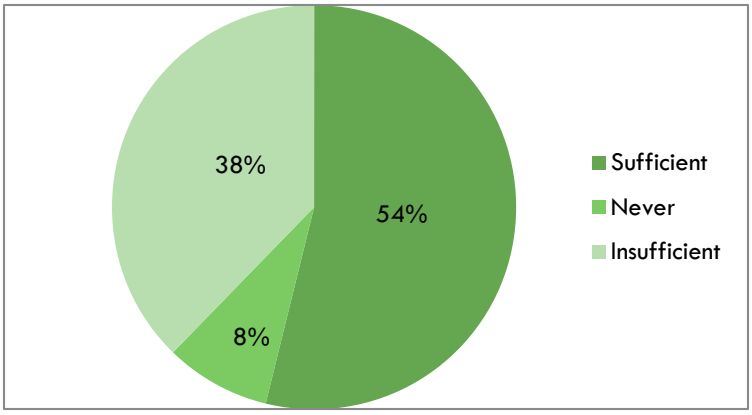


Figure 14. Frequency of Boat Cleaning Among Surveyed Users.

COMMERCIALLY HAULED AND OVERSIZE VESSEL TRACKING AND INSPECTION

Montana Department of Transportation (MDT) helps support the AIS Program in several ways, including the tracking and inspection of commercially hauled and oversize vessels. Licensing and Permitting personnel with MDT question commercial boat haulers about the origin and destination of vessels during the permitting process, and include a restriction on permits requiring boat haulers to contact FWP upon entry into Montana. Staff with the FWP AIS Program receive notifications for all permitted vessels entering the state, and follow up with all boats whose final destination is Montana, including providing an inspection prior to launch if that is warranted. Motor Carrier Services (MCS) officers also inspect boats at weigh stations as their other job duties allow. The majority of commercially hauled boats (79%) are just passing through Montana (Figure 15), and of those, 66% are westbound. Montana forwards all notifications on to our cohorts in neighboring states. Of the 21% that are destined for Montana, 43% came from western states, and West Yellowstone was the most common destination in 2015, followed by Helena and Kalispell.

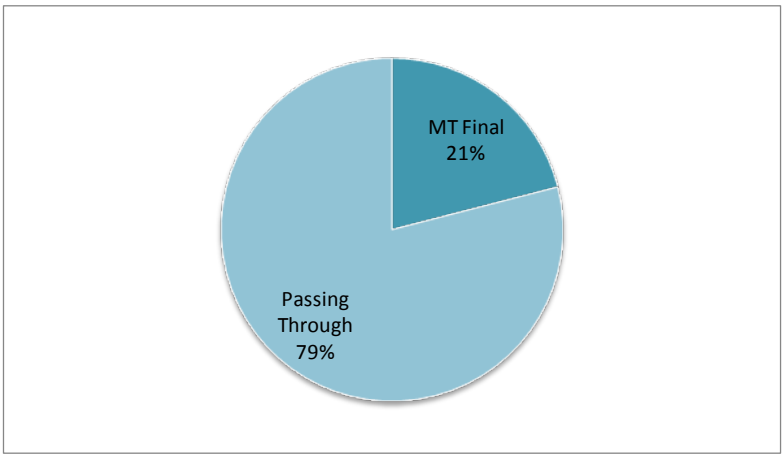


Figure 15. Percentage of Commercially-Hauled Boats Bound for MT

SUMMARY

The 2015 watercraft inspection season was highly successful. The implementation of the raffle plus the purchase of three large electronic reader boards improved compliance and boosted public support of the program. While staffing eastern stations continues to be a challenge, overall FWP was able to recruit many outstanding people to serve in inspector positions across the state. Their professionalism and dedication to this issue were instrumental in stations running smoothly and in getting people checked and on their way as quickly as possible.

Knowledge and awareness of the issues surrounding AIS continues to rise, but behavior remains largely unchanged. Outreach efforts need to be continued until water users not only know about the problem, but change their behavior and wash and clean their boats and equipment each and every time they move between waterbodies. Also, while the occurrences of illegal live fish were fewer than in previous years, the number of cases of illegal bait was higher. The AIS program will attempt to address these areas of weakness in future strategies.

FWP looks forward to continued successful collaboration on AIS issues with MDA, DNRC, MDT, and other partner agencies and groups.

APPENDIX A. ORIGIN OF SURVEYED WATER USERS

State/Province of Origin	# of Water Users	% of Total Inspections
MT - Montana	28,956	78.27%
WA - Washington	1,490	4.03%
ID - Idaho	1,289	3.48%
AB - Alberta, CAN	918	2.48%
WY - Wyoming	554	1.50%
OR - Oregon	426	1.15%
CA - California	413	1.12%
CO - Colorado	329	0.89%
UT - Utah	318	0.86%
BC - British Columbia, CAN	280	0.76%
ND - North Dakota	195	0.53%
AZ - Arizona	194	0.52%
NV - Nevada	132	0.36%
TX - Texas	116	0.31%
MN - Minnesota	111	0.30%
SD - South Dakota	108	0.29%
FL - Florida	104	0.28%
MO - Missouri	78	0.21%
IA - Iowa	78	0.21%
IN - Indiana	66	0.18%
WI - Wisconsin	65	0.18%
IL - Illinois	64	0.17%
MI - Michigan	64	0.17%
TN - Tennessee	56	0.15%
NM - New Mexico	42	0.11%
PA - Pennsylvania	40	0.11%
OH - Ohio	38	0.10%
SC - South Carolina	38	0.10%
NY - New York	35	0.09%
GA - Georgia	34	0.09%
NC - North Carolina	31	0.08%
AK - Alaska	26	0.07%
OK - Oklahoma	24	0.06%
AL - Alabama	22	0.06%
VA - Virginia	20	0.05%
AR - Arkansas	18	0.05%
ON - Ontario, CAN	18	0.05%
MA - Massachusetts	15	0.04%
NE - Nebraska	14	0.04%
MD - Maryland	14	0.04%
KY - Kentucky	13	0.04%
SK- Saskatchewan, CAN	12	0.03%
ME - Maine	12	0.03%
NJ - New Jersey	11	0.03%
KS - Kansas	11	0.03%
LA - Louisiana	11	0.03%
NH - New Hampshire	9	0.02%
WV - West Virginia	8	0.02%
VT - Vermont	7	0.02%
MS - Mississippi	5	0.01%
NB - New Brunswick, CAN	4	0.01%
MB - Manitoba, CAN	4	0.01%
NL - New Foundland/Labrador, CAN	3	0.01%
QC - Quebec, CAN	3	0.01%
CT - Connecticut	2	0.01%
RI - Rhode Island	2	0.01%
DE - Delaware	1	0.00%
NS - Nova Scotia, Canada	1	0.00%
No Information Available	45	0.12%
Total	**36,997**	**100%**

APPENDIX B. THE TOP 40 PREVIOUSLY VISITED WATERBODIES.

The top 45 waterbodies that surveyed water users had visited in the last 30 days.

Visited Waterbody	# of Inspections	Percent of Total Inspections
Did not visit any in last 30 days	10,831	29.28%
Noxon Rapids Reservoir, MT	2,068	5.59%
Blackfoot River, MT	1,889	5.11%
Flathead Lake, MT	1,610	4.35%
Tongue River Reservoir, MT	1,470	3.97%
Salmon Lake, MT	1,321	3.57%
Bighorn Lake (Yellowtail Dam), MT	1,106	2.99%
Holter Lake, MT	1,073	2.90%
Fort Peck Lake, MT	958	2.59%
Seeley Lake, MT	931	2.52%
Clark Fork River, MT	898	2.43%
Missouri River, MT	895	2.42%
Canyon Ferry Reservoir, MT	890	2.41%
Bull Lake, MT	839	2.27%
Lake Como, MT	566	1.53%
Browns Lake, MT	565	1.53%
Swan Lake, MT	550	1.49%
Hauser Lake, MT	548	1.48%
Placid Lake, MT	537	1.45%
Bitterroot River, MT	486	1.31%
Yellowstone River, MT	412	1.11%
Cooney Reservoir, MT	410	1.11%
Lake Coeur d'Alene, ID	408	1.10%
Flathead River, MT	373	1.01%
Lake Koocanusa, MT	365	0.99%
Georgetown Lake, MT	358	0.97%
Lake Pend Oreille, ID	343	0.93%
Madison River, MT	304	0.82%
Kootenai River, MT	274	0.74%
Bighorn River, MT	251	0.68%
Upsata Lake, MT	245	0.66%
Bighole River, MT	217	0.59%
Holland Lake, MT	186	0.50%
Lake Mary Ronan, MT	175	0.47%
Lake Alva, MT	161	0.44%
Smith River, MT	156	0.42%
Lake Elwell (Tiber Reservoir), MT	146	0.39%
Savage Lake, MT	144	0.39%
Lindbergh Lake, MT	133	0.36%
Thompson Falls Reservoir, MT	126	0.34%
Fresno Reservoir, MT	125	0.34%
Priest Lake, ID	120	0.32%
Hyalite Reservoir, MT	120	0.32%
Whitefish Lake, MT	117	0.32%
Painted Rocks Reservoir, MT	115	0.31%

APPENDIX C. THE TOP 45 DESTINATION WATERBODIES.

The top 45 waterbodies that surveyed water users indicated as destinations following the inspection.

Destination Waterbody	# of Inspections	Percent of Total Inspections
No plans/unknown plans for the next 30 days	6,718	18.2%
Flathead Lake, MT	4,231	11.4%
Blackfoot River, MT	1,947	5.3%
Salmon Lake, MT	1,839	5.0%
Seeley Lake, MT	1,804	4.9%
Noxon Rapids Reservoir, MT	1,635	4.4%
Fort Peck Reservoir, MT	1,377	3.7%
Swan Lake, MT	1,179	3.2%
Holter Lake, MT	1,067	2.9%
Canyon Ferry Reservoir, MT	1,022	2.8%
Clark Fork River, MT	982	2.7%
Missouri River, MT	939	2.5%
Tongue River Reservoir, MT	909	2.5%
Lake Koocanusa - US, MT	840	2.3%
Bighorn Lake (Yellowtail Dam), MT	824	2.2%
Placid Lake, MT	807	2.2%
Bull Lake, MT	703	1.9%
Flathead River, MT	671	1.8%
Yellowstone River, MT	671	1.8%
Hauser Lake, MT	575	1.6%
Cooney Reservoir, MT	521	1.4%
Browns Lake, MT	477	1.3%
Holland Lake, MT	455	1.2%
Lake Como, MT	447	1.2%
Lake Mary Ronan, MT	421	1.1%
Whitefish Lake, MT	420	1.1%
Bitterroot River, MT	406	1.1%
Madison River, MT	405	1.1%
Georgetown Lake, MT	369	1.0%
Kootenai River, MT	285	0.8%
Lake Alva, MT	285	0.8%
Glacier National Park, MT	279	0.8%
Thompson Falls Reservoir, MT	256	0.7%
Bighole River, MT	247	0.7%
Lake McDonald, MT	247	0.7%
Lindbergh Lake, MT	207	0.6%
Upsata Lake, MT	200	0.5%
Hungry Horse Reservoir, MT	179	0.5%
North Fork Flathead River, MT	174	0.5%
Bighorn River, MT	173	0.5%
Lake Pend Oreille, ID	160	0.4%
Harpers Lake, MT	159	0.4%
Lake Coeur d'Alene, ID	153	0.4%
Lake Inez, MT	148	0.4%
Painted Rocks Reservoir, MT	148	0.4%